



Crow for Drury.

Drury township has, quite to the surprise of everybody, gone democratic, electing the whole democratic ticket, as follows:

Supervisor—David Mardock

Matthew F. Felix

Mardock's majority

Clerk—Eli Drury

Wm. M. Gidley

Drury's majority

Assessor—Silas Drury

Lewis Fedderlin

Drury's majority

Collector—Anthony Ricketts

Peter Demoss

Ricketts's majority

Overseer—Wilbur C. Read

James B. Roseman

Read's majority

Com'r of Highways—James Essex

Ozias McNall

Essex's majority

Constables—Hiram Reynolds

I. C. Terry

Stephen R. Ripley

Mark Dillor

Reynolds's majority

Terry's majority

Justices of Peace—S. B. Simpson

Silas Drury

Reuben Smith

Simpson's majority

Drury's majority

Overseers of Highways.

District No. 1. R. Williams (no opposition)

" " 2. B. Jackson

" " 3. J. H. Foster

" " 4. Jackson's majority

" " 5. I. C. Terry

" " 6. John E. Wray

" " 7. Terry's majority

" " 8. Volney Read (no opposition)

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Terrible Calamity.

BURNING OF THE UNITED STATES
TRANSPORT STEAMER GENERAL
LYONS OFF HATTERAS.

OVER FIVE HUNDRED LIVES LOST.

Names of a Portion of the Saved and
Lost.The Fifty-sixth Illinois Returning
from the War Nearly all Lost.

Terrible Scenes of Suffering.

Etc., Etc., Etc.

The United States steam transport Gen.

Sedgwick, Capt. Strakey, from Wilmington,

N. C., 30th ult., with refugees and troops to

the number of some four or five hundred.

The weather at the time was very boisterous,

the wind blowing a gale from the southwest.

Went as near her as possible. Found it im-

possible to lower any boats. Picked up as

many as we could from boats, spars, planks,

etc. When we left her she was burned al-

most to a shell, and was fast drifting in

among the breakers. There was a schooner

near by, picking up persons, but could not

tell how many were saved.

The following is a list of those picked up

by the General Sedgwick:

Bernet Looney, private, Co. G, 5th Virginia.

M. H. Orwent, Co. F, 3d Pennsylvania heavy

artillery.

Ira Lewis, Co. A, 89th New York.

Michael S. Broket, Co. F, 5th Illinois.

Robert Simpson, corporal, Co. G, 54th Ohio.

Thomas Farrar, refugee, Wilmington, N. C.

James Edwards, sergeant, 99th New York.

Sias Galloway, 50th New York.

Clarence Dunn, refugee.

Geo. Murphy, private, Co. A, 6th New York

heavy artillery.

Geo. Goole, Co. F, 144th New York.

C. M. Dodson, 3d Pennsylvania heavy artillery.

Joseph Fitzgerald, Co. K, 52d Illinois.

James Dempsey, fireman, steamer General

Lyons.

Stephen Russell, refugee.

Thomas Cooney, sailor, steamer Lyons.

Nicholas Brown, sailor, steamer Lyons.

Geo. W. Williams, private, Co. G, 56th Illinois.

Patrick Bryan, coal passer, steamer General

Lyons.

Richard Clarke, Co. F, 2d Illinois light ar-

tillery.

John Peoples, oiler, steamer General Lyons.

Isiah Clelly, private, Co. K, 5th Ohio cavalry.

Corpus P. Williams, Co. F, 3d Pennsylvania ar-

tillery.

James Gables, first officer, steamer General

Lyons.

Wm. Granston, first engineer, steamer General

Lyons.

Samuel Presse, first cook (colored), steamer

General Lyons.

Charles A. Brady, refugee.

STATEMENT OF ONE OF THE SAVED.

Mr. Cyrus P. Williams, a member of Co.

F, third Pennsylvania artillery, who was

acting quartermaster and issued rations to

the escaped Union prisoners and refugees,

has furnished us with the following interest-

ing particulars:

There were on board the steamer General

Lyons, besides the officers and crew, two hun-

dred and four men and eleven officers of the

fifty-sixth Illinois regiment, who had been

mustered out of service and were on their

way home, their time of enlistment having

expired; sixteen men of the third Pennsylva-

nia artillery; one hundred and fifty-seven

escaped and paroled Union prisoners; sixty-

seven male refugees, and fully one hundred

refugee women and children, on their way

north. Besides these were two commissioned

officers and eighteen enlisted men of the

ninety-ninth New York, acting as guard,

on board of whom the small number men-

tioned above is probably all that were saved,

the sea rolling so high and the steamer being

so near the line of breakers that it was im-

possible for the unknown schooner mentioned

to render any assistance. Our informant

says that in spite of her efforts she was un-

able to rescue a soul.

The fire broke out at about ten o'clock on

Friday morning from a light coming in con-

tact with a barrel of kerosene in the porter's

room, and spreading with great rapidity.

Within half an hour the vessel was complet-

ely in flames. The sea was rolling mountains

high, and a scene of the greatest confusion

ensued as soon as it was discovered that the

vessel was on fire. Women and children ran

shrieking about, imploring to be saved—on

one side of the fire, on the other

"The sea opening like a hell."

Scores sprang from the burning vessel fully

to be swallowed up by the maddened

waves which still bore the burning mass

nearer and nearer to the roaring and surging

breakers.

Our boat was launched by the captain of

the General Lyons, assisted by some soldiers,

but was instantly stove the captain being

killed. Our informant and one of the mates

succeeded in getting over a metallic life-boat

into which they and two or three others got.

The boat, however, was instantly upset, they

being unable to detach the painter from the

burning steamer, and all on board but Mr.

Williams were washed out. He succeeded in

clinging to the boat, the steamer still rushing

with fearful velocity towards the breakers—

After many efforts he broke loose from the

steamer, and by the aid of the boat seven per-

sons were rescued.

FURTHER PARTICULARS.

From other survivors of this most disastrous

calamity—members of the fifty-sixth Illinois

—we have received the following informa-

tion: This gallant regiment—the fifty-sixth

—who formed a considerable portion of the

unfortunate passengers of the ill fated vessel,

were on their way from the front, having nob-

ly discharged their duty to the country—

and, indeed, had exceeded their term of ser-

vice—to be mustered out at Springfield. Two

hundred and fifteen enlisted men and

officers embarked at Wilmington for Fortress

Monroe on the 29th ult. The vessel was one

night delayed off the bar at the mouth of the

river waiting for the tide. From the moment

the vessel started on her voyage the weather

was rough and boisterous, and great numbers

of the passengers were in consequence below

suffering from sea-sickness; a circumstance

which subsequently lent additional horrors to

the terrible scenes on board, as the great ma-

jority of those thus confined were, in the ex-

citement and terror of the moment unable to make their way to the deck, and thus fell victims to the smoke and flames without a chance or effort to escape. The fire having broken out as above described, spread with great rapidity. It was, however, immediately detected, and the efforts of the first mate, to whom our informants accord all praise, were at once directed to extinguish-

ment. But alarm usurped the place of cool-

ness and discipline, and all the efforts of the

mate and a few of the crew, who ran to the

hose, were rendered abortive by the affright-

ed passengers, men and women, who ran

about the deck, and thus prevented timely ap-

plication of the means of safety till all means

were too late to be of any avail. It was in

view of this state of things, and the evident

fact that awaited the vessel, that the captain

cried "The ship goes—lower away the

boats!" A wild, disorderly rush to the

boats followed, the captain of the General

Lyons, as it is stated, being among the most

eager to abandon the vessel and seek safety

in the first boat lowered. The moment the

boat touched the water he was overboard;

but in the next, the boat came in collision

with the steamer's wheel striking him and

Captain Weber, of the fifty-sixth, and instant-

ly sending them lifeless beneath the waves.

The engineer and first mate in vain attempt-

ed to restore order. Major James Fyles, in

command of the fifty-sixth, made a like vain

endeavor to quell the insane tumult that pre-

valled; but all such efforts were useless in

the presence of the fiery element that was

now fast gaining the mastery, and whose in-

evitable approach deprived the unfortunate

people of all hope from human aid. Of the

majority of these below seeking rest but a

few escaped, and these only by rushing on

deck at the first alarm. Through some

agency or other the hatches were closed, and

as the alarm spread the consternation of the

below broke all bounds. A rush was made

to the ladders, but the wild instinct of self-

preservation deprived the unfortunate of their

only chance to escape to the deck.

Those foremost on the ladders were pulled

back by the crowd who pressed behind and

in the struggle that followed the ladders were

pulled down and every attempt to replace

them was thwarted by the blind and de-

spairing efforts of the unfortunate themselves.

The cries from below became heartrending;

but they were unheeded at the terrible

moment of common danger to all. Within half

an hour the vessel was wrapped in flames, and

those on deck had disappeared in the en-

gulfed waves, very few escaping to the

boats and even many of those who first gain-

ed them were by the roughness of the sea

capsized, their places being taken by those

who were able to combat for a brief space

the waves, which were then running

mountain high. Michael S. Brockett, a member

of the fifty-sixth regiment, and one of our in-

formants, entered the first boat lowered along

with the captain of the steamer. He